

The increase in the shipment of cargo from the United States was consistently maintained from the start of the war, and at its cessation was undergoing marked acceleration.

Aside from the cargo shipped across the Atlantic, Gen. Pershing imported large amounts from European sources, the chief item being coal from England. In October he brought into France by means of his cross-Channel fleet a total of 275,000 tons of coal and other commodities.

#### LOSSES AT SEA

During the whole period of active hostilities the Army lost at sea only 200,000 dead-weight tons of transports. Of this total 142,000 tons were sunk by torpedoes. No American troop transport was lost on its eastward voyage. For this splendid record the Navy, which armed, manned, and convoyed the troop transports, deserves the highest commendation.

#### RETURN OF TROOPS

In diagram 14, on page 36, figures are presented showing the number of troops brought back to the United States from France each month since the signing of the armistice. The figures mount even more rapidly and reach higher totals than those of the eastward journeys.

As soon as the armistice was signed preparations were made for returning the troops to the United States in the shortest possible time. This was rendered difficult by the fact that for the eastward movement we had relied largely on the British, who carried approximately half of all the troops. After the signing of the armistice the British needed these ships for the return of their own colonial troops, to Canada, Australia, and South Africa.

This situation was met by the Army Transport Service, which immediately began the conversion of our large cargo ships into troop-carrying vessels. Diagram 21 shows the number of days that were required to convert cargo ships into troop-carrying transports. The upright columns of the diagram are proportional to the number of days required. The ships upon which work was begun in December were not